



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday August 25th, 2017

Volume 23, Number 8

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There was a (Mobile MPO) **TCC/CAC meeting this past Wednesday**, and there will be a **Mobile MPO meeting on September 6th**; so please mark your calendars. SARPC is hosting a **Planning and Zoning Training** for all local planning commission and zoning board of adjustment members within the Region (See *Mobile MPO Updates*). The State TAP Grant Application Period has opened (See *Funding Opportunities*).

Have a great weekend and check out [ALGO Traffic](#) before you travel!

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

TCC/CAC MEETING AUGUST 23rd

MOBILE MPO MEETING SEPTEMBER 6th

This week the TCC/CAC met and recommended several resolutions to the Mobile MPO Policy Board which will be meeting on September 6th, 2017. The FY 2018 Unified Planning Work Program (UPWP) was discussed and is currently out for public review at 43 locations around Mobile County. It is the Mobile MPO budget and includes a feasibility study for US 45 in the City of Mobile and the City of Prichard. The Mobile MPO will adopt a Human Services Coordinated Transportation Plan (HSCTP) which lays out needs in the region with FTA 5310 funding. Also, there are numerous revisions to the Transportation Improvement Program (TIP) as the fiscal year is ending. These amendments and modifications have been in the past several newsletters and have been mailed to each committee member with the first meeting notice.

At the TCC/CAC meeting, there was a lengthy discussion concerning cost increases on the STP Attributable projects. These cost increases are unavoidable, and on projects that were in prior TIPs, are unexpected. When MPO carryover funds from previous years is depleted, we have to move other projects further out. Schillinger Road from Howells Ferry Road to US 98 is open to traffic, last week had a \$3.2 million cost increase, and has had a history of significant cost increases. The committee felt that there should be some more information, making everyone aware of how and when these cost increases occur. This will be discussed at the MPO meeting. Please plan on attending the September 6th MPO meeting.

The following amendments will be made to the 2016-2019 Transportation Improvement Program (TIP):

Project : 100067315 (CN)
Federal aid number : TAPAA TA17 (938)
County : MOBILE
Project Description : SIDEWALKS ON DAUPHIN ISLAND PARKWAY BETWEEN THE I-10 INTERCHANGE AND OLD MILITARY ROAD IN MOBILE
Target start date : 12/15/2017
Engineers Estimate : \$173,161.00

Project : 100067310 (CN)
Federal aid number : TAPAA TA17 (935)
County : MOBILE
Project Description : SIDEWALK IMPROVEMENTS ALONG 7TH STREET FROM BAKER ROAD TO BAYOU AVENUE WEST IN SATSUMA
Target start date : 12/15/2017
Engineers Estimate : \$276,645.00

Project : 100067136 (UT)
Federal aid number : NHF 0158 (502)
County : MOBILE
Project Description : SR-158 EXTENSION FROM EAST OF LOTT ROAD (SR-217) TO SCHILLINGER ROAD GRADE, DRAIN, BASE, PAVE AND BRIDGE
Target start date : 8/1/2017
Engineers Estimate : \$180,000.00

Project : 100067144 (TR)
Federal aid number : UMTAC TR17
County : MOBILE
Project Description : SECTION 5310 TRANSIT MOBILE ARC CAPITAL SUPPORT EQUIPMENT FY 2017
Target start date : 7/1/2017
Engineers Estimate : \$22,544.00

Project : 100067023 (TR)

Mobile, Alabama 36602
(251) 433-6541

Federal aid number : UMTAC TR17
County : MOBILE
Project Description : SECTION 5310 TRANSIT ALTAPOINTE HEALTH SYSTEMS CAPITAL ROLLING STOCK (3MV,3MINIV) FY 2017
Target start date : 7/1/2017
Engineers Estimate : \$270,750.00

Project : 100056332 (CN)
Federal aid number : IM I010
County : MOBILE
Project Description : I-10 EAST TUNNEL INTERCHANGE BRIDGE BEARING REHABILITATION
Old Target start date : November 03, 2017
New Target start date : November 08, 2019

Project : 100055753 (CN)
Federal aid number : IM AL06 (900)
County : MOBILE
Project Description : I-10 INTERCHANGE MODIFICATIONS FROM TEXAS STREET (EXIT: 25A) TO WEST TUNNEL ENTRANCE .
Old Target start date : December 01, 2017
New Target start date : November 08, 2019

Project : 100055108 (CN)
Federal aid number : IM I010 (331)
County : MOBILE
Project Description : I-10 ROADWAY LIGHTING REHAB FROM SR-16 (EXIT 27) TO SR-16 (EXIT 35) ALONG THE BAYWAY BRIDGE
Old Target start date : July 27, 2018
New Target start date : November 08, 2019

Project : 100052459 (UT)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : June 01, 2018
New Target start date : October 01, 2019

Project : 100052460 (CN)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : January 25, 2019
New Target start date : January 31, 2020

Project : 100065845 (FM)
Federal aid number : NH 0013 (603)
County : MOBILE
Project Description : RESURFACING ON SR-13 (US-43) FROM DOGWOOD DRIVE TO COLD CREEK BRIDGE
Old Engineers Estimate : \$2,999,453.00
New Engineers Estimate : \$3,842,776.34

Project: 100054972
Federal Aid Number: NHF 0042 (511)
County : MOBILE
Project Description : EXTEND EASTBOUND BRIDGE ON SR-42 (US-98) OVER BIG CREEK
Old Cost Estimate: \$4,204,440 5/31/2019
New Cost Estimate: \$10,162,425

Project : 100067397 (CN)
Federal aid number : TAPMB TA17 (947)
County : MOBILE
Project Description : SIDEWALKS ON OLD SHELL ROAD BETWEEN DURANT STREET AND UNION AVENUE IN MOBILE
Target start date : 12/15/2017
Engineers Estimate : \$250,516.00

Project : 100067398 (CN)
Federal aid number : TAPMB TA17 (948)
County : MOBILE
Project Description : SIDEWALKS AND A MULTI - USE PATH ALONG MOFFETT ROAD (US-98) FROM FIRETOWER ROAD TO THE SIGNALIZED INTERSECTION AT WAL-MART NEAR CITY HALL IN SEMMES
Target start date : 12/15/2017
Engineers Estimate : \$249,355.00

Project : 100067418 (CN)
Federal aid number : TAPMB TA18 (900)
County : MOBILE
Project Description : ADD SIDEWALK ALONG OLD SHELL ROAD FROM MYRTLEWOOD LANE TO WEST I-65 SERVICE ROAD NORTH IN MOBILE
Target start date : 12/15/2018
Engineers Estimate : \$201,421.00

Project : 100067396 (CN)
Federal aid number : TAPMB TA17 (949)
County : MOBILE
Project Description : ADDING CURB RAMPS AT VARIOUS LOCATIONS (WINCHESTER, HARMONY RIDGE SUBDIVISIONS IN SEMMES, BROCKTON PLACE, WESTCHESTER PLACE, ASHMOOR PLACE, AND PINE STATION SUBDIVISIONS IN MOBILE)

Target start date : 12/15/2017
Engineers Estimate : \$249,990.00

Project : 100067420 (CN)
Federal aid number : TAPMB TA18 (902)
County : MOBILE
Project Description : ADD SIDEWALKS ALONG WHISTLER STREET FROM NORTH SHELTON BEACH ROAD TO NORTH PRICE AVENUE IN PRICHARD
Target start date : 12/15/2018
Engineers Estimate : \$202,650.00

Comprehensive, Cooperative, and Continuing Agreement Concerning Mobile's Transportation Planning Process

The Mobile MPO 3-C Agreement has been finalized and executed. [HERE](#)

Planning and Zoning Training

SAVE THE DATE!

Aug.29th | 9:30am-1:30pm

• \$25/Person • Lunch Provided • RSVP 706-4659

IMPROVING THE PLANNING & DEVELOPMENT PROCESS

SARPC is pleased to announce a training event for all member governments who wish to better understand & improve the effectiveness of their planning commission and zoning board of adjustment. Taught by Katherine Ennis, AICP, the 1-day training will provide detailed instruction of the overall development process from the building permit application thru site plan review. Planning commissioners, BOA members, Building Officials, and planning staff are highly encouraged to attend. Participants will receive resource materials & step-by-step instruction on how to review applications that are essential for accurate & effective development in your community.

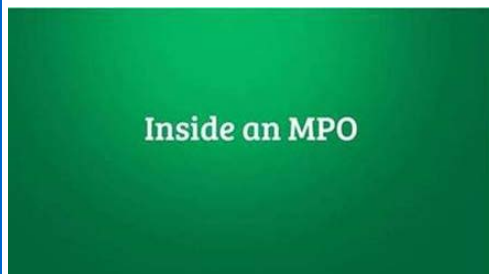
- ✓ Learn how to accurately read & review site plans & subdivision plats
 - ✓ Understand the proper steps & levels of review for each application
 - ✓ Know how to reference the zoning ordinance & subdivision regulations
 - ✓ Create a stream-lined & efficient development application package
 - ✓ Better organize planning commission meetings & work sessions
-

Mobile MPO 101

Last month staff hosted a Mobile MPO 101 class. This was for anyone that was interested in what it is the MPO does, and the life of a Federal road/transit project. We discussed the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), The Congestion Management Process (CMP), Transportation Alternatives Program (TAP), FTA 5310, and several other acronyms. This class was very well received and may become an annual event. Special thanks to Mr. Clint Andrews with the FHWA as he presented to the group on the federal side of transportation planning. The day was kicked off with a couple of videos that were produced by our counterpart in Birmingham (Regional Planning Commission of Greater Birmingham). The videos are a summary of the MPO planning process and are below:



Funding a Project with an MPO: <https://vimeo.com/210829210>



Inside an MPO: <https://vimeo.com/210825997>

[HERE](#) are the slides and presentations of the Mobile MPO 101 training.

Recent Scheduling Changes This Week for Mobile

The target start date or project engineers estimated amount has changed for the following:

Project : 100066630 (FM)
Federal aid number : NH 0013
County : MOBILE
Project Description : RESURFACING ON SR-13 (US-43) FROM THE COLD CREEK BRIDGE TO THE CEDAR CREEK BRIDGE
Target start date : 3/30/2018
Engineers Estimate : \$2,263,945.00

Project : 100066180 (FM)
Federal aid number : STPAA 0163
County : MOBILE
Project Description : RESURFACING ON SR-163 FROM NORTH I-10 BRIDGE ABUTMENT TO SR-16 (US-90)
Target start date : 3/30/2018
Engineers Estimate : \$1,529,405.00

Rural Planning Organization (RPO) Update

Human Services Coordinated Transportation Plan (HSCTP) Update

The South Alabama Regional Planning Commission (SARPC) is updating the Human Services Coordinated Transportation Plan which details which projects are eligible for Federal Transit Administration dollars for Elderly and Disabled (5310), Job Access and Reverse Commute projects (5316) or those transit projects that go above and beyond the requirements of ADA (5317).

If you are interested in, utilize, or provide transit, or would like to apply for federal transit dollars for special needs transit services, please attend one of our public meetings to be held at the end of the Month.

The first public meeting will be at the Baldwin County Central Annex at 22251 Palmer Street in Robertsdale, Alabama. The meeting will begin at 2:00 pm on Wednesday, August 30th in the Auditorium.

The second public meeting will be at the GM&O Building at 110 Beauregard Street in Mobile, Alabama. The meeting will begin at 2:00 pm on Thursday, August 31st in the SARPC board room.

Please contact the Transportation Planning Department at SARPC at 251-433-6541 if you have any questions or need special assistance attending the meeting.

Projects Within Region To Be Let August 25th, 2017

ESCAMBIA COUNTY

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- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-41 from the Burnt Corn Creek Bridge (MP 10.048) northwest of Brewton to a point near the junction of Log Cabin Lane (MP 13.344). Length 3.296 mi. The Bracket Estimate on this project is from \$575,936 to \$703,922 .

MOBILE COUNTY

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- None at this time

BALDWIN COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-161 from the junction of SR-182 to the junction of SR-180 in Orange Beach. Length 1.541 mi. The Bracket Estimate on this project is from \$620,060 to \$757,851 .
- For constructing the Bridge Replacement and Approaches on CR-9 over Polecat Creek northeast of Clay City. Length 0.530 mi. The Bracket Estimate on this project is from \$2,679,382 to \$3,274,801.
- or constructing the Median Improvements and Beautification (Base, Pave, Widening, and Traffic Signals) on SR-182 from west of the junction of Romar Beach Access (MP 11.910) to a point near the junction of East Loop Road (MP 12.797) in Orange Beach. Length 0.887 mi. The Bracket Estimate on this project is from \$2,429,937 to \$2,969,923 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Trump drops plan to create infrastructure council: White House

WASHINGTON (Reuters) - U.S. President Donald Trump has abandoned plans to create an infrastructure advisory council, the White House said on Thursday, the day after two other advisory groups were dismantled over the furor caused by Trump's remarks on white supremacists.

"The President's Advisory Council on Infrastructure, which was still being formed, will not move forward," a White House official said.

The decision to drop the planned council was first reported by Bloomberg.

Trump signed an executive order last month establishing the council, with members to be drawn from real estate, construction, transportation and other sectors of the economy.

Trump has proposed spending \$1 trillion to fix aging U.S. roads, bridges, airports and other infrastructure, a major part of his legislative agenda along with healthcare and tax reform.

On Wednesday, Trump disbanded two high-profile advisory groups after several chief executives quit in protest over his remarks blaming violence in Charlottesville, Virginia, last weekend on anti-racism activists as well as white nationalists.

Trump said he dissolved the American Manufacturing Council and the Strategic and Policy Forum "rather than putting pressure" on its members, although both groups were preparing to disband on their own when Trump made his announcement on Twitter.

The snubs from chief executives raised questions about Trump's ability to marshal the business community behind his policy goals.

A Wall Street analyst, Bucky Hellwig, senior vice president at BB&T Wealth Management in Birmingham, Alabama, said that because the infrastructure panel had yet to get off the ground, its demise was less important than the scrapping of the other two groups.

"But it contributes to the uncertainty that's creeping in" about Trump's agenda, Hellwig said.

Members resign from White House council on infrastructure security

Several members of yet another of President Trump's advisory councils have decided to quit, the White House confirmed Tuesday.

A number of those sitting on the National Infrastructure Advisory Council (NIAC), who were appointed under the previous administration, submitted their resignations on Monday evening, one day before the panel was scheduled to hold its quarterly business meeting.

The panel is tasked with advising the president and the Homeland Security Department on the security of critical U.S. infrastructure and information systems. The council, which was created by former President George W. Bush, can have up to 30 members, who are appointed by the president from the private sector, academia and state and local government.

"We can confirm that a number of members of the NIAC who had been appointed under the previous administration have submitted their resignation," a White House official said in a statement to The Hill.

"The NIAC met today as planned with the majority of its members, who remain committed to the important work of protecting our Nation's critical infrastructure."

The latest resignations come one week after Trump's dissolution of two major business councils, whose members began to resign en masse over the president's response to the deadly violence at a white supremacist rally in Charlottesville, Va.

Members of the President's Committee on the Arts and Humanities [resigned en masse](#) as well, citing Trump's much-derided comments that "many sides" shared blame for the violence and that there were some "very fine people" marching with white supremacists.

The White House also decided last week [to abandon plans](#) to form a council of outside advisers on rebuilding the country's infrastructure.

The Trump administration is seeking input from rural communities around the U.S. as it assembles a \$1 trillion infrastructure package.

Transportation Secretary [Elaine Chao](#) and Sen. [Deb Fischer](#) (R-Neb.) are scheduled to meet in Omaha on Tuesday with Nebraska Department of Transportation officials, along with leaders from trucking, rail, aviation and construction companies. Fischer chairs the Senate Commerce, Science and Transportation subcommittee on surface transportation.

"We look forward to hearing their ideas about how we can improve the regulatory process and move projects forward at a faster rate," Chao and Fischer [wrote in an op-ed](#) for the Omaha World-Herald. "It is important to engage local communities in how we revitalize our infrastructure because transportation must meet the needs of the people it serves."

The effort comes one week after Trump [signed an executive order](#) designed to significantly shorten the time it takes federal agencies to approve projects to repair roads, highways, bridges and other public works.

The White House has yet to unveil a formal plan to upgrade the nation's infrastructure — one of Trump's chief campaign promises — but has repeatedly said it will include massive permit reform and incentives to encourage more private-sector investment.

But rural Republicans and Democrats have been concerned that the public-private partnership model will exclude rural areas and small infrastructure projects that can't recoup their investment costs with some sort of revenue stream.

The administration, which needs the support of rural Republicans and some Democrats for the rebuilding initiative, has assured lawmakers that rural communities will receive funding from the infrastructure proposal.

"Every community has different transportation needs — there is no one-size-fits-all solution," Chao and Fischer wrote. "Rural communities are especially significant because they are the bread and butter of our nation. The U.S. Department of Transportation is putting a renewed emphasis on rural projects and infrastructure."

Earlier this year, the Trump administration [retooled an existing grant program](#) to focus on infrastructure projects that use funding from the private sector or other nonfederal sources. That program also includes a focus on projects that address rural infrastructure needs.

“We are hopeful today’s discussions will act as a springboard to action so we can get the word out about these new programs and policies and get America building again,” Chao and Fischer wrote.

Funding Opportunities

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2018.

The TAP application and instructions are located on the ALDOT website at:

<http://www.dot.state.al.us/tpmpweb/mp/specialPrograms.html>

The TAP application is available on this page and on page two (2) of the instructional information is a listing of eligible improvement projects for TAP funding. The deadline for submission of FY 2018 TAP applications including support documentation is Friday, December 15, 2017 at 5:00p.m.

Some major application requirements of the TAP are:

1. Only cities, towns and county commissions can apply for funding;
2. Only one application can be submitted by an eligible sponsor due to limited funding;
3. This year, the total amount that a sponsor of a project can apply for will be increased to \$800,000; (\$640,000 federal and \$160,000 local match);
4. The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds;
5. The sponsor is responsible for the cost of required preliminary engineering;
6. Public involvement is optional;
7. Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population and fifty (50) percent is distributed to any area of the state by ALDOT;
8. All TAP projects are selected by a competitive application process administered by ALDOT;
9. For cities/towns located within the six (6) largest MPO's (Birmingham, Huntsville, Montgomery, Mobile, Columbus, GA, and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the aforementioned MPO's.

Please contact Bob Kratzer at (334) 353-6442 if you have questions regarding this matter.

U.S. Department of Transportation Launches Infrastructure For Rebuilding America (INFRA) Grant Program, Announces New Funding Opportunities- November



WASHINGTON - The Department of Transportation (DOT) is announcing the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register today. The INFRA program will make approximately \$1.5 billion available to projects that are in line with the Administration’s principles to help rebuild America’s crumbling infrastructure — a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The new program will increase the impact of projects by leveraging capital and allowing innovation in the project delivery and permitting processes, including public-private partnerships.

Additionally, the new program promotes innovative safety solutions that will improve our transportation system. INFRA will also target performance and accountability in project delivery and operations.

“The President and the Department are committed to revitalizing, repairing and rebuilding America’s aging infrastructure,” said Secretary Elaine L. Chao. “By ensuring the right incentives, projects selected under this program will be better able to make significant, long-term improvements to America’s transportation infrastructure.”

The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects.

The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25 percent of funding for rural projects. The Administration understands that rural needs may well exceed this limit, and the Department will consider rural projects to the greatest extent possible. For rural communities in need of funding for highway and multimodal freight projects with national or regional economic significance, INFRA is an opportunity to apply directly for financial assistance from the federal government. For these communities, DOT will consider an applicant's resource constraints when assessing the leverage criterion.

INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Applicants may resubmit their previous FASTLANE application, but must explain how the project competitively addresses the improved INFRA Grant criteria. This NOFO will remain open for 120 days. For more information visit : www.transportation.gov/INFRA

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration's Accelerated Innovation Deployment Demonstration program to encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America's Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through Grants.gov, the federal government's website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

Industrial Access Road and Bridge

Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

To stay up to date on all of the many grants that are available click [HERE](#) or type www.grants.gov in your browser.

Just For Fun

Our area isn't exactly known for its bike-friendliness, but local bicyclists have reason to hope that motorists in the area, and statewide, will learn to share the road now that Alabama has a "3-foot law." State law requires that motorists maintain a 3-foot space between their vehicle and any bicycle it approaches and passes. You may have noticed the 3-foot law signs popping up around Mobile Bay. For further clarification on what this law means here's an informative [Video](#).

In the News

PUBLIC INVOLVEMENT MEETING

TIGER Grant Project / Proposed Broad Street Improvements

Broad Street/Beauregard Street from Water Street to I-10 and Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
Mobile County, Alabama
City of Mobile Project No. 2015-202-22
Informal, Walk-in Information Session Format from 4:00 pm until 6:00 pm
August 31, 2017
James Seals Community Center
540 Texas Street
Mobile, Alabama 36603

The Wave Transit System announces Labor Day Holiday Closing

August 23, 2017

In Observance of Labor Day, The Wave Transit System will not operate bus service on Monday, September 4, 2017.

Wave Transit Offices at the GM&O Building and I-65 (Beltline) will be closed. The Wave Transit System will resume normal bus service and operation on Tuesday, September 5, 2017.

For Information call 251-344-6600 or visit www.thewavetransit.com

Thank you for riding the Wave.

City of Mobile Begins Construction on Water Street Transformation

Mobile, Ala. -- The City of Mobile began construction last week to transform Water Street from the backyard of downtown into the gateway of Mobile. This first phase of construction will include new sidewalks and new ADA curb ramps at pedestrian crossings.

The purpose of the project is to connect citizens and visitors to the Mobile Riverfront and its amenities including Cooper Riverside Park, the Mobile Convention Center, GulfQuest Maritime Museum and the Mobile Cruise Terminal.

"Water Street is often people's first impression of the City Mobile," said Mayor Stimpson. "Ironically, Water Street currently prevents you from accessing the water. Our goal is to create a safer, more walkable and bikeable corridor that invites you to these attractions. "

Future plans include new striping to form new crosswalks and bicycle and pedestrian lanes reducing the amount of vehicular traffic lanes from six to four. This will coincide with new traffic signals along portions of Water Street to create a more efficient traffic flow.

For video and photos from today's groundbreaking ceremony, click [here](#).

Sen. Michael Bennet: "We have to fix our politics" to repair transportation infrastructure

There's something wrong with our politics.

That was the frank assessment of Democratic U.S. Senator Michael Bennet on Wednesday as he took a tour of the Eisenhower Tunnel on Interstate 70, perhaps the most important link in Colorado's underfunded and overburdened transportation infrastructure.

"We don't even have the decency to maintain the roads and bridges, the assets and infrastructure that our parents and grandparents had the decency to build for us — much less build the infrastructure our kids are going to need in the 21st century," he said as cars and trucks whizzed by.

During peak season, nearly 5,000 vehicles pass through the tunnel every hour. Each of the past three years has seen [record-breaking traffic counts](#), a trend that the Colorado Department of Transportation expects to continue.

"Even in the midst of all the construction over the past five years, (traffic) has been going up about 5 percent a year," said Steve Harelson, west program engineer for CDOT Region One.

But like most transportation infrastructure in Colorado, the tunnel is old.

"There's a lot of technology in there that was designed in the era of the moonshot," Harelson said. "It's Apollo-era technology and it's 50 years later."

Walking through the tunnel facilities, that age is often on display, with banks of modern traffic monitoring screens juxtaposed with clunky Cold War-era switches and dials.

There's a lot to replace and fix up, but that's the story across the whole state; CDOT estimates that it currently has \$9 billion in unfunded priorities, which politicians from both parties warn could put a damper on Colorado's strong economic growth.

"Everywhere I travel in the state I can see CDOT out there doing the work that needs to be done with a budget that's not sufficient for what we're asking them to do," Bennet said. "They're creating a miracle out of the budget they have, but if we really want to be able to drive the kind of economic development our state wants and have the quality of life we want, we're going to have to invest in our infrastructure."

Compared with Congress, the Colorado Legislature is a picture of comity and cool-headed compromise. But a month's long effort to fund CDOT through a tax increase still [foundered last session](#) after Senate Republicans bucked their leadership and killed the bill.

A congestion-easing project along the I-70 mountain corridor may be among the casualties. For about \$70 million, it would add westbound overflow lanes like the ones that have reduced travel times on the east side.

For now, though, the project is chasing money that just isn't there.

"Right now, everybody in Colorado is paying in an unintelligent way for underinvestment in transportation, so you're sitting in traffic, you're hitting potholes, you're having to repair wheels and tires," said CDOT executive director Shailen Bhatt. "Why don't we do what most other states have done and pay in an intelligent way and get a transportation system that is reflective of the 21st century, not the 1960s-era model that we have right now?"

Interest groups plan on proposing a ballot measure to increase transportation funding, but it's not clear when that could come to voters.

When it does, CDOT says it has a long list of projects that it hopes could sell the idea, whatever form it takes.

At the federal level, meanwhile, there has been little movement on an infrastructure bill despite support on both sides of the aisle. The issue, seen as a rare unifier in Washington, has gotten bogged down by other legislative priorities and overshadowed by the drama of the Trump presidency.

On Aug. 15, for instance, President Trump unveiled a new executive order to speed up approval for infrastructure projects, but the move was eclipsed entirely by his impromptu comments to reporters about deadly protests in Charlottesville, Virginia, as he left the lobby of Trump Tower.

"If the president were serious about this, which I hope that he will be, he could submit an infrastructure package to the House (of Representatives) tomorrow," Bennet said. "He could get a huge vote from the Republicans and Democrats supporting a massive infrastructure bill for this country. That would then pass the Senate, and he could stand in the Rose Garden and sign that bill."

New Trump Executive Order Sets Two-Year Goal for Federal Reviews of Major Projects

President Trump signed an executive order that aims to further streamline and shorten the environmental review process for major infrastructure projects, with a "goal of completing all federal environmental reviews and authorization decisions" within two years.

"My administration is working every day to deliver the world-class infrastructure that our people deserve, and that frankly our country deserves," he said. "That's why I just signed a new executive order to dramatically reform the nation's badly broken infrastructure permitting process."

The president made the remarks at an [Aug. 15 Trump Tower appearance in New York](#) to announce the infrastructure development, but the press conference that followed was dominated by his comments about the recent violence in Charlottesville, Va.

Joining Trump for the executive order announcement were Transportation Secretary Elaine Chao, Treasury Secretary Steven Mnuchin, Budget Director Mick Mulvaney and National Economic Council Director Gary Cohn.

[Chao, in a separate statement, said:](#) "The average environmental review takes nearly five years, and infrastructure projects can be subject to at least 65 different requirements and permits. This new executive order will slash the time it takes to get vital new infrastructure projects approved and delivered."

Trump said highway projects can take a decade, or even as much as 20 and 25 years, to clear the review process. He cited an example of one that he said took 17 years and hundreds of millions of dollars before it was approved for construction.

The executive order requires major infrastructure projects to be [processed as "one federal decision" with a comprehensive schedule](#), and automatic notice to senior agency officials upon missing or extending a permitting schedule milestone.

It requires that each major infrastructure project have a lead federal agency that will be "responsible for navigating the project through the federal environmental review and authorization process."

Bud Wright, executive director of the American Association of State Highway and Transportation Officials, said that the executive order was a good start and followed earlier streamlining provisions in the last two surface transportation authorization laws.

"Even with the regulatory reforms included in MAP-21 and the FAST Act, we still believe that there are opportunities to further streamline project reviews while protecting vital environmental resources," Wright told the AASHTO Journal. "Establishing accountability for project reviews at the federal level is one way to help ensure that the permitting process doesn't get bogged down."

Wright added: "However, regulatory and process reform alone is not going to solve the growing backlog of infrastructure investments we need to maintain a safe and efficient transportation system."

The new order covers a broad range of infrastructure projects, including but not limited to transportation.

Chao said that at the Department of Transportation "we are already putting the administration's principles into action. We've identified more than two dozen policies and rules that will streamline project delivery and environmental permitting."

She added that the INFRA grant program the USDOT has put in place project requirements in keeping with the president's infrastructure initiative, "such as incorporating more funding from state, local and private partners, encouraging the use of innovative permitting authorities and bringing greater accountability into the process."

Trump's order includes a controversial provision that revokes a 2015 executive order signed by President Obama, which required that projects built in flood plains with federal aid take rising flood risks into account. Critics said the order changed the flood plain definition

and effectively increased the size of the flood plain for federal project support.

[The AP reported](#) that building trade groups had urged Trump to revoke the Obama order, "saying it was overly bureaucratic and increased the cost of projects."

However, the AP said, "environmentalists said . . . that ignoring the reality of the Earth's changing climate is shortsighted," and that not taking long-term flood risks into account when building projects would waste taxpayer money.

White House: Infrastructure Plan to Come After Congress Handles Tax Reform

A top aide to President Trump told reporters Aug 15 that the administration plans to first pursue a tax reform plan in Congress this autumn, [then turn to the long-promised infrastructure investment plan](#).

Gary Cohn, director of the president's National Economic Council, said the infrastructure plan would "come on the heels" of a tax overhaul, Politico reported. "We hope it's this year," he added.

While the president and others in the administration at times this year said they were close to introducing a project investment proposal for Congress to consider, the administration has so far offered only a few details and Congress has found its agenda clogged after numerous attempts to pass health care legislation.

Cohn's remarks to reporters, made at New York's Trump Tower where the president held a press conference after signing an executive order to speed environmental reviews and permitting for planned projects, indicated that the infrastructure plan might be pushed into 2018.

According to Politico, Cohn also said: "We need to get taxes done between now and Thanksgiving. We need to get infrastructure going. As soon [as] tax comes out of the House and goes to the Senate, we'll put infrastructure in the House."

During the press conference, Trump was asked why he thinks he can get an infrastructure bill through Congress. "Infrastructure is something that I think we'll have bipartisan support on," Trump said. "[I actually think Democrats will go along with the infrastructure.](#)"

State departments of transportation, transit agencies and other industry stakeholder groups have hoped over the past year that the new president would push an investment plan to help shrink a large backlog of projects that could increase mobility and improve travel safety for people and freight shipments.

Trump promised during his campaign to deliver \$1 trillion of new project investment over 10 years, but in his proposed budget altered that to \$200 billion in direct funding over a decade with a goal of using that federal money to leverage an additional \$800 billion in local and private funding.

Meanwhile, the president also proposed cutting or eliminating various aspects of federal transportation funding – including the USDOT's popular TIGER infrastructure grants, new capital grants for major transit projects and Essential Air Service subsidies that help provide commercial air travel to and from rural airports.

Congress has yet to finalize the USDOT budget for the coming year, along with funding for most government agencies, and once lawmakers are back next month from their summer recess they will have only a few weeks to pass a budget before the next fiscal year starts on Oct. 1.

Congress must also complete work on a bill renewing authorization of the Federal Aviation Administration, or pass another temporary extension.

So it is not clear whether or by how much Congress may trim transportation spending for the coming year, and which programs it will maintain or cut, while the timing as well as details of the president's expected infrastructure investment plan remain uncertain.

If Congress is unable to agree on a fiscal 2018 government funding package by Oct. 1, lawmakers could avoid a shutdown of agency programs by extending current-year funding – as they did in 2016 – until such time as they complete a full-year spending measure.

However, such an outcome would also delay scheduled 2018 funding increases for highway and transit programs under a five-year surface transportation law, preventing state DOTs and transit agencies from using the additional money until Congress completes a budget bill.

Media invited to introductory media roundtable on the Mobile River Bridge and Bayway Project

MOBILE, AL. – Members of the media are invited to join representatives from ALDOT and the project consultant team for an introductory media roundtable event on Monday, August 28. The roundtable will provide an opportunity for media to hear about the Mobile River Bridge and Bayway Project, get industry background information on the project delivery methods, meet with Project representatives, and ask questions.

The Mobile River Bridge and Bayway Project will provide some relief to one of the state's most congested commutes. This critically important, high-priority transportation project will involve constructing a new six-lane bridge across the Mobile River to increase Interstate 10's capacity and ultimately replace the existing 4 lane Bayway with an 8 lane facility at an elevation above the 100 year storm surge event to reduce traffic headaches for thousands of commuters each day by saving motorists time and money.

The project is still in a planning phase with the first step being an Industry Forum which ALDOT is also hosting on August 28th to inform the industry about the project. The Industry Forum is not open to public and is meant to be a platform for interactions between larger (national/international) entities and interested regional and local firms and contractors. The Industry Forum will assist ALDOT in refining the approach for project development and delivery.

Media roundtable event

When: 9:30 to 11:00 a.m., Monday, August 28, 2017

Where: Mobile Convention Center, 1 S, Room 105 A, Water St., Mobile, AL 36602
Paid parking is available. R.S.V.P.'s are required.

Speakers: John Cooper, Transportation Director, ALDOT
Vince Calametti, Region Engineer, ALDOT - Southwest Region Matt Ericksen, ALDOT Mobile River Bridge Project Director Tony Harris, Government Relations Manager, ALDOT

ALDOT SW Region – 1701 I-65 West Service Road North, Mobile, AL – (251) 470-8200

Important information: Please do not publicize this event beforehand. The roundtable is for members of the media only and the Industry Forum is for industry personnel. There will be opportunities for the public to join the conversation in the spring of 2018. More project timelines will be discussed at the roundtable.

Hyperlinks within the advisory:

- Mobile River Bridge and Bayway Project: <http://mobileriverbridge.com/>
- Industry Forum: <http://mobileriverbridge.com/mrb-industry-forum-registration/>

ALDOT's mission is to provide a safe, efficient, environmentally and economically sound transportation network across Alabama. For further information, visit www.dot.state.al.us.

Transportation Research

Department of Transportation Publishes August 2017 Significant Rulemaking Report

WASHINGTON – Last week, the Department of Transportation (DOT) announced the return of its monthly public Significant Rulemaking Report. The Report demonstrates a commitment to transparency in DOT's rulemaking process.

The Report can be found [here](#).

The publication of the monthly Reports was temporarily paused due to the change in Administrations and subsequent evaluations in DOT rulemaking priorities in accordance with Executive Orders 13771 and 13777.

The Significant Rulemakings Report provides a summary and the status for all significant rulemakings that DOT currently has pending or has issued recently. The DOT is providing this report to inform the public regarding its regulatory activities. This information can be used in conjunction with other tools available to the public. For instance, by using the Docket Number when it is provided in the Report can be used to locate the public docket for a particular rulemaking. By using the Federal Register citation, you can also locate the document in the [Federal Register](#).

The DOT's dockets can be found in the [Federal Docket Management System \(FDMS\)](#). Those dockets electronically store all DOT-issued documents, supporting documents, and public comments regarding a particular rulemaking. In addition, once in the docket, you can sign up for an email notification when particular documents are placed in the docket.

The information in the Report is not intended to commit DOT to specific conclusions or actions. For example, after further analysis, DOT may decide the effects of the rule would be different or it may decide to terminate the rulemaking.

How does economic development intersects with transportation policy

Please join FHWA and the U.S. Department of Commerce's Economic Development Administration (EDA) staff to learn more about how economic development intersects with transportation policy through strategic investments that foster job creation and attract private investment. As the only Federal government agency focused exclusively on economic development, EDA plays a critical role in furthering regional economic development efforts in communities across the nation, including economically distressed areas.

In this webinar, EDA staff will provide a high-level overview of key financial and technical assistance resources that support plans and projects in these distressed areas. We will also describe ways in which EDA is working with our Federal partners to identify complementary economic develop programs across the Federal landscape, and pursue opportunities to align program requirements, co-invest resources that advance job creation and otherwise make it easier for local partners to build durable, resilient regional economies.

WEBINAR LOGISTICS:

- **Date:** Thursday, September 14, 2017
- **Time:** 12:00 – 1:00 pm ET
- **Registration link:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1458>

This webinar is one of a three-part webinar series this fall focusing on economic development issues. Below are the titles, dates, and times for the upcoming webinars in this series, with registration information to follow in a later email.

UPCOMING WEBINARS:

- **Value Capture and Transportation Projects**
 - Wednesday, September 27, 2017, 2:00 – 3:30 pm ET
- **Understanding Local and Regional Economic Development**

Wednesday, October 11, 2017, 2:00 – 3:30 pm ET

For additional information, please contact Stefan Natzke, 202-366-5010 or Stefan.natzke@dot.gov

NEW Registration Process

Registration is a two-step process. First, **non-DOT users including State DOTs must request access to the FHWA External Portal.** Second, non-DOT users including State DOTs must log in using the email address used to request access to the site and their requested password. **Federal DOT staff and DOT-badged contractors do not need to register for an account.**

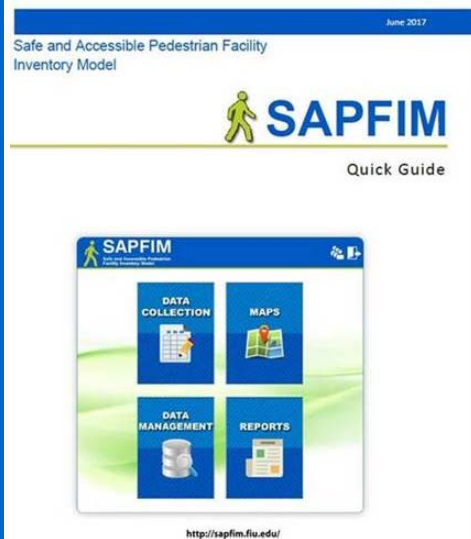
In the new External SharePoint System, EXTERNAL users (those without a @dot.gov email address) will have to request an account before they can register. Here is the link to request an account: <https://collaboration.fhwa.dot.gov/FBA/Register.aspx>. Step-by-step instructions on how to request an account can be found here: <https://connectdot.connectsolutions.com/espnnon-dotstaff/>. **The account issuance takes approximately one business day.** Once they receive their account information, they can access the site by clicking on the registration link and logging in. DOT users do not have to create an account to register. They can click on the **above** registration link and use their DOT credentials to access the site.

FHWA Publishes Report on Approaches for Addressing Resilience in Project Development

FHWA recently published a new report, [Synthesis of Approaches for Addressing Resilience in Project Development](#), which incorporates lessons learned and innovations from recent FHWA studies and pilot projects to help transportation agencies address resilience at the project level in engineering-informed adaptation studies. The report focuses on:

- Addressing resilience in the project development process
- Developing and applying resilience information and economic analysis to assist in assessing and selecting adaptation options
- Examining sensitivities, guidance, lessons learned and adaptation strategies for a range of asset types organized by engineering discipline.

As part of this effort, FHWA and its partners conducted a series of additional [Engineering Assessments](#) to develop information for specific transportation asset types and disciplines.



- Vulnerable road users are an emphasis area for local and state transportation agencies, particularly with regard to safety and accessibility.
- Traditionally both State DOTs and Local Public Agencies (LPAs) struggle with developing system-wide plans for transitioning noncompliant pedestrian rights of way as required by the Americans with Disabilities Act of 1990 (ADA) and related authorities.
- Funding is increasingly uncertain. Agencies need cost effective, tech savvy tools that support safety and equity goals, but also make best use of available transportation funds.
- FDOT, in cooperation with FHWA, Broward MPO and the Lehman Center for Transportation Research at Florida International University (FIU) is committed to developing and sharing resources to meet these needs.

Was Developed with 3 things in mind:

- To provide SDOTs, LPAs, MPOs and other transportation agencies an effective, low cost/no cost means of collecting, storing, querying, and reporting the condition of pedestrian facilities.
- To ensure a means of identifying and assessing safety and accessibility of features associated with sidewalks, curb ramps, and street crossings, at a minimum.
- To provide an easy and convenient method of collecting data for direct upload into a web server.

SAPFIM is a web-based system that uses Microsoft SQL Server as the back-end database. This version provides the following major key features:

- Accessible through a web browser
- Collection of over 80 standard pedestrian facilities attributes, including geographic locations and digital photos

- Google Map capability
- Easy updates of existing pedestrian facilities records in the field or any location
- Export to different formats (CSV and GIS shapefiles) and ZIP for pictures
- View and print reports
- Run Queries and much more

FHWA Publishes Report on Innovative Financing to Support Alternative Fuels Infrastructure

FHWA published a Report to Congress on [Innovative Financing to Support Alternative Fuels Infrastructure](#) in March 2017. The report discusses current efforts in the U.S. Department of Energy and FHWA to identify barriers to greater private investment in alternative fuels infrastructure and describes current traditional and innovative financing mechanisms that could be used to help address them. This report updates the previously requested report (Senate Report 113-45) to incorporate new legislative initiatives introduced with the signing of the Fixing America's Surface Transportation (FAST) Act in 2015.

National Transportation Atlas Database Summer 2017 Update

The U.S. Department of Transportation's Bureau of Transportation Statistics has released the Summer 2017 update to the [National Transportation Atlas Database](#) (NTAD). The NTAD is a compilation of geospatial data sets representing the nation's transportation infrastructure, containing roadways, railways, and airports. Reference boundary files from other government agencies are also included. In this new update, the rail network data set has added 24 additional features, or 46 more miles. A total of 19,765 airports (an increase of 238 facilities from the last release), and other aviation facilities, are included, with enplanement and passenger data for the large airports. Incorporated in this update are 163 more water ports relative to the last release, totaling 23,598, as well as docks, marinas, and other port facility types. The NTAD, including newly updated data sets, are available for download in Excel, Keyhole Markup Language (KML), and shapefile formats, through the BTS geospatial [data catalog](#). Additionally, Open Geospatial Consortium (OGC) standard [Web Feature Services \(WFS\)](#) are available for most NTAD data sets. BTS now uses a dynamic NTAD publication cycle, making updated data available throughout the year when they become available from their respective government agencies. Follow [@TransportStats](#) for announcements of additional data set releases. Contacts: Press: Dave Smallen: (202) 366-5568. For technical information and questions: Dominic Menegus: (202) 366-8717.

Making a Model a Good Predictive Tool

A basic part of travel demand model validation is running the model for a "base year" and comparing the outputs to observed data. In this [FHWA project](#), two model versions for each of two metropolitan areas were run twice each: 1) the more recent version for its base year and a backcast scenario (for the base year of the earlier model version), and 2) the earlier version for its base year and a forecast scenario (for the base year of the later model version). This research was intended to produce useful data on which model components are most stable over time and their sensitivities to the factors affecting travel demand that vary over time. The report includes lessons learned and recommendations for planning agencies.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information
- Location is automatically collected in GIS

Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.